

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
CUTPOPTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1858

THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
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No. 15,938. 號八十三百九千五萬一第 日四初月四年元統宣 HONGKONG, SATURDAY, MAY 22ND, 1909. 大英一千九百零九年五月二十二日 號二十二月五年九零百九千一英港香 PRICE, \$3 PER MONTH.

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36 YEARS' EXPERIENCE.

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EMPIRE DAY
A MUSICAL DINNER

will be served
On MONDAY Next,
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SPECIAL MENU.

The 105th M. L. I. B. Band,
Will Play during and after Dinner.

O. E. OWEN,
Proprietor.

Hongkong, 18th May, 1909. [a492]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
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Hongkong, 29th April, 1908. [a1647]

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DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

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M. MAILLE

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7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
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12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 15 minutes.

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Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

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9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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8.00 p.m. to 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.

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Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909. [a549]

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Isn't it worth something to know that your Prescription has been
filled absolutely right; that the drugs used have been the best
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this Insurance when your Prescription is filled at WATKINS'
DISPENSARY, and our charges are no higher than those of
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QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO:

DISPENSE PRESCRIPTIONS.

WATKINS,
CHEMISTS AND DRUGGISTS.

31, QUEEN'S ROAD CENTRAL,
HONGKONG.

DAY AND NIGHT TELEPHONE: 492. [a59]

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WINE & SPIRIT MERCHANTS

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BRANDY	★★★★	Per Case.	\$22.50
"	★★★		20.00
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WHISKY, PALL MALL			20.00
" JOHN WALKER & SONS'			
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BENEDICTINE, D.O.M.		- Qrs. 40.00 Pts. 42.00	

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HONGKONG AGENTS. [a51]

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\$26.00 \$30.00 \$38.00 to \$55.00 EACH.

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\$33.00 \$38.00 \$48.00 EACH.

LANE, CRAWFORD & CO.

Hongkong, 19th May, 1909. [a53]



KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE
FAR EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.

Hongkong, 15th April, 1909. [a35]

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BILLIARD TABLE MAKERS,
BOMBAY.

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No. 1, following Specification, viz.: On Eight Massive Turned Legs, raised panels
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heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible
Pocket Plates best Whipped Pockets, Six Chalk Cups, Superfine West of England Cloth,
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| 1 Billiard Cue Case. | 1 Wall Cue Rack. |
| 1 Butt Rest with Patent Brass Head. | 1 Wall Butt Rack. |
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| 1 Billiard Marking Board. | 1 Box Best Cue Tips, assorted. |
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| 1 Straightedge and a Circle. | 1 Bottle Cue Cement. |
| 1 Best Spirit Level. | 1 Box Silk Spots. |
| 1 Smoothing Iron with Shoe. | 2 Dozen Best White Chalk. |

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
Rs. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiard
can be had on application from the Office of this paper.

Hongkong, 1st April, 1904. [572-1]

"CLAN MACKENZIE" SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

LANE, CRAWFORD & CO.

SOLE AGENTS. [a34]

A POWERFUL
DISINFECTANT



AND
GERMICIDE.

PULICIDE.

MOST EFFECTIVE IN PREVENTING PLAGUE, CHOLERA, MALARIA, ETC.
BY DESTROYING FLEAS, MOSQUITOS AND ALL NOXIOUS INSECTS
AND VERMIN AND ALL DISEASE GERMS.

AS SUPPLIED TO AND RECOMMENDED BY THE SANITARY
DEPARTMENT, HONGKONG, AND USED BY THE
GOVERNMENT OF INDIA.

CHEAP. HARMLESS. CONVENIENT.
EFFECTIVE.

DIRECTIONS.—A teaspoonful (quarter pint) to be added to a pailful (three gallons) of water.
To be used for washing floors, clothes, utensils, etc., etc.

A. S. WATSON & CO., LIMITED.

HONGKONG, CHINA AND MANILA.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE GOVERNOR.

[a25]

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—PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
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THE LATEST COLONIAL NOVELS \$1.75 EACH
OR 3 FOR \$5.00.

Within four Walls, by J. Blundell Burton.
Katherine the Arragant, by E. M. Crocker.
The Sword of the Lord, by Joseph Hocking.
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The Royal End, by Henry Harland.
A False Position, by Mrs. Baillie Reynolds.
The New June, by Henry Newbolt.
Maurice Guest, by Henry Handel
Richardson.
Dromina by John Ayseough.
The Love that Kills, by Coralie Stanton and
Heath Hoskin.
My Lady of Shadows, by John Oxenham.
The Show Girl, by Max Pemberton.

[a32]

A NEW CONSIGNMENT OF
GOLF CLUBS.

GOLF BAGS AND GOLF
BALLS.

AYRES TENNIS BALLS, 1909.

SLAZENGERS TENNIS
BALLS, 1909.

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Dinner and Dinner.
Well Furnished Reception Room.
Private Bar and Billiard Room for Hotel
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Electric Lifts to each Floor.
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Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHAMBERS MODERATE, AND NO EXTRA.
A. F. DAVIES, Manager. [a42]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a651]

"KINGSLORE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.

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Telegraphic Address: A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone, No. 690.
Apply to—MRS. P. W. WATTS.
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

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TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEW, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort" Hongkong.

For Particulars, apply to

M. MATTHEW, Proprietress.

Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL

SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MAO.

MANAGER—MR. B. BEAUREPAIRE.
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRATA GRAND

Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER, Proprietor. [a1625]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA). MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.

All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. *Sui An* and *Sui Tai*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to THE MANAGER. [a196]

KIALAT HOTEL, SWATOW.

IF you go to Swatow don't forget to stay
at the KIALAT HOTEL. Nice

Comfortable Rooms, excellent cuisine.
Situated five minutes run by rickshaw from
German Consulate.

Miss E. WILL

Proprietress.

Swatow, 1st April, 1909. [a552]

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A. S. WATSON & CO.
LIMITED.

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WINE AND SPIRIT MERCHANTS

WATSON'S
EVERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.
LIMITED.
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Cables: A.B.C. 5th Ed. Lieber. P. O. Box, 84. Telephone No. 12.

DEATH.

At 72, aged seven years, daughter of Mr. and Mrs. M. J. DANENBERG, on May 21st, 1909. The funeral will pass the Monument at 5 p.m. to-day.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 22ND 1909.

WHEN we penned a footnote to the letter from Mr. MURRAY STEWART, published in our yesterday's issue, we considered that, so far as we were concerned, the matter might be allowed to rest. But in view of the comments we have heard on the correspondence we published yesterday, it is perhaps advisable that a little more should be said. Mr. MURRAY STEWART quoted the testimonial given by Mr. GORVE at the time held by the railway staff the other day, as satisfactory evidence that the Colony has got its money's worth in the railway. Now no one will be inclined to dispute that the line will be a "lasting monument of British engineering and of British Colonial enterprise." But this does not touch the question of cost, which is the main question in which the Colony, as the payer of the bill, is for the moment interested. Mr. STEWART rightly says that "a large section of the public believe that money has been, perhaps is being, wasted; that the cost of the railway is excessive." If it is not the case, he adds, an assurance from the Government seems called for. That assurance, it seems to us, cannot be given in a hurry. To quote the speech made by Mr. GORVE is not sufficient. The impression that the Colony is paying too much for the railway has been engendered, not so much by the comments of the Press on the last statement

made by His Excellency the Governor to the Council on the subject (as the Chairman of the local branch of the China Association has represented), but by the public knowledge of the history of the railway from the beginning, as conveyed in the discussions at the Legislative Council. In order that the Government, if it intends to give the assurance Mr. STEWART says is called for, may give it with a knowledge of the circumstances that have tended to create the impression that money has been wasted, we will recall what took place at the Legislative Council about eighteen months ago. At a meeting of the Finance Committee held on January 23rd 1908, the Committee was asked by the Government to vote, on account, \$4,250,000 for railway works. The Hon. Mr. KESWICK said on that occasion that he was not satisfied that we were getting full value for our money "as things were going." When the Chairman asked if members were prepared to recommend the vote, the Hon. Mr. HEWITT replied: "I certainly, for one, am not. The amount is a large sum of money, and I think we should have more time to consider it." The result of the discussion was insistence on a report showing the progress made on the work. It was during this discussion that the Government first publicly announced that the original estimate for the railway was "about \$550,000" (about £50,000, be it noted, in excess of Mr. BRUCE's figure, and we suggest that this extra sum was intended to cover rolling stock). The Hon. Mr. KESWICK calculated that at the rate expenditure was proceeding the Colony would find itself "liable for £1,000,000 sterling for a line 22 miles long." A million seemed to him "an extraordinary sum for 22 miles of railway" and as a member of the firm of Messrs. JARDINE MATHESON & Co., who are so largely concerned in railway enterprises in China, his words doubtless carried more than ordinary weight. While he recognised that the country was difficult and that the tunnel would be exceedingly expensive, "it still seemed to him that some economies might be made in the execution of the work." The impression "that the cost of the railway is excessive, and that money has been wasted" dates from this discussion. We will go further and indicate how that impression has now been strengthened. It is shown in the latest report of the Chief Resident Engineer with regard to the tunnel, the most expensive item of the undertaking, that, notwithstanding the fact that in 1908 rock of unusual hardness was encountered, the cost of tunnel-driving per lineal foot was about 150 per cent cheaper than in 1907 when the driving was not so difficult. Here are the Chief Resident Engineer's figures: "The average cost per lineal foot of heading, enlarging and bricking-in during the year (1908) were \$70.49, \$140.86, and \$118.54 respectively. Up to December 1907 the figures were approximately \$184.00, \$275.00 and \$221.00." Here then, is one instance, where striking economies have been effected since that discussion in the Legislative Council Chamber. Well might the Governor "dread to think" what would have been the cost of the tunnel had the rates of 1907 not been so substantially reduced in 1908. We think it was His Excellency who explained that the reduction in the cost per lineal foot was due to the engagement of the trained labour repatriated from South Africa; but this can only excite surprise that this trained labour was not engaged at the very beginning, as it has been reaching the Colony in shipments all the while the railway works have been in progress. We have entered into these particulars to indicate to the Government—and to the China Association—that the impression which "a large section of the public" have that money has been wasted is not based entirely on the comments of the newspapers on the latest report made by His Excellency the Governor to the Council, but upon the suggestions of the Unofficial Members of the Legislative Council, which seem to be confirmed to some extent by facts and figures in the official reports.

Some further comments on the subject suggest themselves, but sufficient unto this day is the amount heretofore. To conclude, however, we may add this remark: It is generally recognised that a newspaper publishing a letter from a correspondent does not necessarily endorse its correspondent's views, but there are, it appears, some readers who do not recognise this distinction between the leading article and views which may be expressed in a letter appearing in the correspondence column. We have therefore to say in reference to the letter by "An Onlooker" that we do not endorse the view that the chances are that under the Colony's existing financial conditions the railway would not have been constructed on an estimate of over a million pounds sterling. Our own view is that the railway is vitally necessary to the future welfare and prosperity of the Colony, and the abandon-

ment of the project could not for a moment be entertained, whether the estimate was a million or a million and a half. On this point we shall have many opportunities, we trust, of enlarging in future and are content now with insisting on the importance of the line to the Colony, as the terminal point of the great trunk line from Hankow. The present concern of the Colony is simply to see that it is getting in the actual construction of the line full value for its money, and once the impression is removed that "money has been, or is being, wasted," all will be well.

The Bishop of Victoria will preach at the Evening Service at St. Andrew's, Kowloon to-morrow at 6 p.m.

The Rev. J. A. A. Baker, Wesleyan Chaplain, has received a donation of \$250, through Mr. Shewan, from the Hongkong Rope Manufacturing Co. Ltd for the Sailors and Soldiers' Home.

The fortune telling case which has aroused so much interest in its course was concluded yesterday when Mr. Hazeland gave his considered decision, finding the fortune teller guilty of larceny of jewels to the value of over \$3,000 by means of a trick, sentenced him to six months imprisonment with hard labour. His Worship said he was satisfied the complainant told the truth. Her story was plain and straightforward and was unshaken in cross-examination.

Yesterday what ought to have proved an interesting event was set down in the school programme at Victoria School. It was a field day in mimic warfare, in which the boys from the Kowloon British School were to have gone over to the Victoria School in order to learn the art from the Cadet Corps of that school. Unfortunately the heavy rain prevented the arrangement from being carried out. There can be little doubt that such exercises would foster the martial spirit among the British youth in the colony.

Dionisio Mapa of Iloilo has introduced into the Assembly a bill for the establishment in the Philippines of a government agricultural bank of issue and discount, with a capital of one hundred million pesos to be raised on a loan floated in the United States and the repayment to be guaranteed by the Philippine Government. The *Cebuensis American* says:—It is not believed that the bill will prosper even in the Assembly as one hundred million pesos worth of bonds at four per cent would mean an expenditure of four million pesos per annum which would eventually sink the country.

The Tokyo correspondent of the *Standard Press* writes:—A report appearing in some Tokyo papers to the effect that the Japanese authorities are approaching the Ambassadors for the surrender of consular jurisdiction in Korea is discredited, inasmuch as Japanese judicial arrangements in Korea are not yet completed. Apropos, the United States had partially surrendered consular jurisdiction in Korea, in connection with the conclusion of trade marks convention, but a similar convention negotiating between Great Britain and Japan applies to China alone, and not to Korea. But any piracy of trademarks may be dealt with as a fraud.

By kind permission of the Colonel and Officers of the 105th M. L. I. B. the Band will play the following programme on Monday night, Empire Day, at Kowloon Hotel commencing at 8 p.m. sharp. Programme:—

March....."San Salvatore".....Baker
Overture....."Hungaria".....B. Hols
Valse....."A. Valse D'Amor".....Strauss
Two Steps....."Jandy on March".....Strauss
Selection....."Havana".....Strauss
Dance....."Esperanza".....Ernst
March....."Hoch Hohenburg".....Kral
Valse....."Convoy Girl".....Phelps
Selection....."H. M. S. Pinetree".....Sullivan
Serenade....."La Belouza".....Hartmann
Two Steps....."Cherry".....Hartmann
Galop....."Flying Fox".....Denigsek
God Save the King

LOCAL SPORT.

LAWN TENNIS.

HONGKONG TENNIS LEAGUE.

The matches set down for the second week of the newly established tennis league, and which will be decided to-day, are as follows:

Taikoo v. Chinese Y.M.C.A.
Craigower v. Schoolmasters.
Y.M.C.A. v. Civil Service.

K.C.C. v. K.C.C.

In the Tennis match, between the Hongkong C.C. and the Kowloon C.C., to be played on the latter's ground this afternoon, commencing at 4.30 p.m., the following players will represent the Hongkong Cricket Club:—Mr. C. A. Carr and Dr. G. E. Aubrey, Messrs. H. Pinckney and C. Pemberton, Messrs. H. R. Phelps and M. H. Harris, Messrs. R. A. Hutchison and T. H. Kong.

NOVEL CURE FOR RHEUMATISM.

The sting of a bee as a cure for rheumatism seems a little like an "old wife's tale," but perhaps there is some truth in it. At one of the New York hospitals experiments are being made, a supply of bees being kept for the purpose. Patients expose the afflicted parts of their bodies to the insects, and it is said that relief follows the sting. If this is further confirmed, much will be forgiven to the bee.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *China* left Shanghai for this port on the 20th inst., and is due here on Sunday the 23rd inst. p.m.

The N.Y.K. str. *Iyo Maru* (European Line) left Shanghai on the 21st inst., and is expected here on the 24th inst.

The N.Y.K. str. *Kawachi Maru* (European Line) left Singapore on the 21st inst., and is expected here on the 27th inst.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinances, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE JAPAN SOCIETY IN LONDON.

LONDON, May 21st.

At the annual dinner of the Japan Society over which Mr. Kato, the Ambassador, presided, H.I.H. Prince Fushimi and Mr. Hayashi, now Ambassador at Rome, were present.

The Chinese Minister proposed the toast of "Success to the Japan Society" and paid a tribute to the success already achieved by the Society in propagating in Western countries a knowledge of Japanese literature, art, science and industries.

A "SCARESHIP."

LONDON, May 21st.

The newspapers have been full for weeks past of reports emanating mainly from the Eastern Counties of the appearance at night time of an airship, which is scoffingly termed a "Scare-ship."

These stories received a flip yesterday by circumstantial reports of an airship being sighted on the ground on the summit of a hill near Cardiff. It re-ascended quickly.

COMPULSORY MILITARY SERVICE.

BILL IN THE HOUSE OF LORDS.

LONDON, May 21st.

Lord Newton, on behalf of Lord Roberts, has introduced into the House of Lords a National Service Bill, making service with the Territorial Force obligatory on all males between the ages of 18 and 30. The Bill has been read a first time.

THE FRENCH SILK GROWING INDUSTRY.

GOVERNMENT ENCOURAGEMENT.

LONDON, May 21st.

The French Chamber is discussing a Bill allowing silk-worm cultivators sixty centimes per kilogramme of raw silk, for a period of twenty years from May 1st 1909.

BRITISH BUDGET PASSED.

LONDON, May 21st.

The House of Commons has passed all the Budget resolutions, and these have been reported to the House.

[FROM "THE CABLENEWS-AMERICAN"]

CONGRESS AND THE PHILIPPINES.

WASHINGTON, May 15th.

A lively debate was precipitated in the House of Representatives over the majority report of the Ways and Means Committee on the Colton Tariff bill. Representative Francis E. Harrison, Tammany Congressman from New York City, startled the House by a bitter attack on the bill. Mr. Harrison declared that the revision of the Philippine tariff should have been left exclusively to the Assembly. In this way, and in this way only, he declared, could the bill have been drawn to prevent the exploitation of the Islands and keep the Americans in and out of the islands from being benefited by the measure. Representative Harrison entered at length into a discussion of the Philippine problem. He declared that there is but one way out of the difficulty in which the United States finds herself by the possession of the Philippine Islands and that is by the gate of internationalization of the islands, as he calls it. Mr. Harrison proposes to give the Philippines the same status that the island of Crete now possesses.

RUN ON A HANKOW BANK.

The Hankow Daily News of the 12th inst. says:—Considerable consternation was caused in native circles late on Monday night when it became known that the native bank known as the Sing Yi Chartered Bank was in difficulties and would probably close its doors in the morning. A "run" on the bank ensued yesterday morning for a time creditors were being paid 1000 cash for their dollar notes. Thousands of creditors besieged the premises of the bank during the course of the morning, but a sufficiently large number of soldiers from Wuchang were stationed there to preserve order. During the course of the afternoon assistance arrived from the Wuchang Government Bank and money was paid out freely, and it is confidently expected that the Bank will be able to weather its difficulties.

SUPREME COURT.

Friday, May 21st.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISSANT JUDGE).

A REFEREE WANTED.

In an action in which Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) appeared for the plaintiff, and Mr. Crowther Smith (of Messrs. d'Almeida and Smith) for the defendant, Mr. Smith informed the Court that it would be necessary to refer the books to a referee. A person had been suggested by the other side, but he could not agree to the appointment.

Mr. Barlow said the Court should not refuse to accept the appointment; therefore he would ask for directions from his Lordship.

Mr. Smith—I cannot possibly accept my friend's interpreter.

Mr. Barlow—The person I suggest is Mr. Li Hong Mi, the late Court interpreter.

His Lordship—Is he attached to any solicitors?

Mr. Barlow—He is with Messrs. Goldring, Barlow and Morrell, but I do not think that in a small matter like this his impartiality would be impugned.

His Lordship—I could ask the Registrar-General to provide a man. Would that suit all parties?

Mr. Smith—I think it would. Will your Lordship send the books to the Registrar-General?

His Lordship—He might nominate a man, but might not care to have the books. Does the case turn on anything in the way of trade custom?

Mr. Smith—No, my Lord.

His Lordship—Then any upright business man will do. I will apply to the Registrar-General.

A MISSING BANK DRAFT.

The Puisse Judge delivered his reserved judgment in the action in which Man Lee Chan and Co. proceeded against the International Banking Corporation to recover \$840 alleged to be due in respect of a bank draft.

Hon. Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing, represented the plaintiffs, while the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) appeared for the defendants.

His Lordship remarked that in this case he had taken time to deliver his judgment, and delivered a written one because, although the actual amount in dispute was not very large, this was a difficult case both in fact and in law, and it might be convenient to the parties to have the case as he found it in writing.

Dealing with the facts, His Lordship said the plaintiffs, who were merchants in the Colony, trading under the style of Man Lee Chan and Co., received by post some time in December 1908, the first of exchange of a draft for \$840, payable on demand to their order. The draft which was in the ordinary form, bearing the date of November 14, 1908, was drawn in Vancouver by the Bank of Hamilton of that City, on the Hongkong branch of the International Banking Corporation. On December 22, 1908, the draft was stolen, together with money and other articles from the plaintiffs' premises. The plaintiffs suspected a partner in their firm who absconded on that date, of the theft and they made a report to the police. On or about December 24, and again on December 29, and possibly on one day subsequently to that date, plaintiffs' manager went to the premises of the bank and saw Mr. Clark, the cashier, with whom he had some conversation on the subject of the draft. He told Mr. Clark that a draft for \$840 in favour of the Man Lee Chan firm had been lost or stolen, and he asked that the bank should stop payment. On January 5 Mr. Otto Kong Sing wrote on the plaintiffs' behalf a letter to the defendants stating that a draft for \$840, in plaintiffs' favour, had been stolen from their premises, and giving the defendants formal notice not to pay until notice of presentation had been given to the plaintiffs. The bank acknowledged the letter, and stated that without further particulars the draft could not be traced, and that payment could not be stopped without advice from the person to whom the draft was issued, coming through the issuing bank. Nothing further came from the plaintiffs, and on January 5 the draft was presented to, and paid by, the bank, on a Chinese endorsement which read: Man Lee Chan Shing Ki. There was a direct conflict of evidence as to what passed at the interview between the plaintiffs' manager and Mr. Clark. His Lordship did not believe that any mention was made of the place of issue. At the same time it appeared that the plaintiffs knew or suspected that the place of issue might have been Vancouver, for they sent a cable on December 29 to their correspondent in that City, presumably to stop the draft. Very possibly the plaintiffs did not realize the importance to the bank of information as to place of issue, for even at a much later date, that is, in the letter sent through the plaintiffs' solicitor on January 5, giving formal notice to the defendants not to pay the bill, there was no mention of Vancouver. He could not help thinking that it would have been easy for the complainant's department to make a note of the amount of the draft and the payee's names. It would then have been possible for them to have withheld payment temporarily until they had made some enquiries and notified the plaintiffs. His Lordship did not attach any degree of blame to Mr. Clark, who he was satisfied, could not with the information at his disposal trace the bill. His Lordship had no difficulty whatever in coming to the conclusion that the draft was paid in absolute good faith, and that it was not

present to the mind of anyone concerned in the payment, that they had received previous notice of any irregularity. The Bank were, of course, quite justified in requiring notice to stop to come from the drawer of the bill. No indemnity had been offered them, and they would have acted at their own risk had they refused to honour the draft on a mere notice from the plaintiffs. It was clear also that if a proper cable had been sent to Vancouver on December 29th there was ample time under ordinary circumstances, and with reasonable diligence on the part of the plaintiffs' correspondent, for the issuing bank to have stopped payment by cable before January 6th.

As to the law of the case: the action was brought to recover from the bank the value of the draft, either as money received to the use of the plaintiffs, or as for a conversion. The defendants not being acceptors of the draft could not *prima facie* be liable on the instrument, and it was impossible to agree in the face of the authorities to the contrary, that the drawing of an instrument in this form could operate as an assignment of money in favour of the payee. He could not see how a payment which was clearly referable to a contract, expressed or implied, with the Bank of Hamilton, could be relied on as establishing contractual relations between the defendants and the payee. He was quite clear that the draft was nothing more than a request to pay a certain sum, and that nothing more could be read into it. If, then, the defendants were not liable in contract, was there a right of action against them in tort for conversion? It was objected for the defence that as it appeared from the evidence that the draft was stolen by U Po Chi, a partner in the plaintiff firm, had it being a necessary inference that that man cashed the bill, and the receipt of a partner being the receipt of the firm, the plaintiffs could not recover money which had been already paid to one of themselves. Without going more deeply into the matter there was no evidence, and he did not see his way to assume that U Po Chi himself ever presented the draft or received the money for it. It appeared that the bank simply paid on the endorsement and they had no means of knowing, and did not allege that they paid to any particular person. It was true that most of the cases where payees had recovered in an action for conversion of a bill fell under the statutory provisions relating to crossed cheques, but he did not think that section 82 of the Bills of Exchange Act introduced any new right in the owner of the instrument or any new liability in the banker. It merely gave bankers dealing with crossed cheques a statutory protection against their common law liability. After quoting numerous authorities he said he did not think it made any difference that the bill was drawn abroad, for the statutory protection was not in this Colony confined to inland bills. There was no doubt that the payment was made in the ordinary course of business. The endorsement was, he supposed, either forged or made without authority. Did it purport to be that of the payee?

After reviewing the evidence, his Lordship said the draft was payable to Man Lee Chan and Co. in English, and had the endorsement been in English in the terms of the instrument there could clearly have been no difficulty. The bank would not have been liable. It appeared to be a custom well known in the Colony for the signature of a Chinese firm, whether on a receipt or otherwise to be made by the impression of a stamp or chop, usually in Chinese characters. It was not easy to fit terms of English law to Eastern commercial practice, but he must not forget that the bill was presented for payment if not by, at any rate under the auspices of, a partner in the plaintiff firm. It appeared clearly from the evidence of their manager that the draft was stolen by U Yuk Wo, the absconding partner. That man must have been familiar with the business of the firm and the chops in use, and there was no reason why he or his confederate or transferee, whose object was merely to get the money, should have put on the instrument a suspicious chop which did not purport to be that of the firm when it was just as easy to employ one on which the bank would be expected to make payment without difficulty. He therefore gave judgment for defendants with costs.

On the application of Mr. Pollock his Lordship granted leave for formal judgment to be drawn up, and for Counsel to be certified for.

A ST. GEORGE'S CLUB CLAIM.

E. A. M. Williams, liquidator of St. George's Club, proceeded against E. A. Greenwood, chief steward of the s.s. *Empress of India*, to recover \$25, being the amount due under article 5 of the memorandum of association of the Club, in which it was stipulated that each member undertook to contribute not less than \$25 towards the assets of the Club in the event of the same winding up.

Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) appeared for the plaintiff, and Mr. Reader Harris (of Messrs. Wilkinson and Grist) for the defendant.

Mr. Barlow, in opening said St. George's Club was a limited company in this Colony.

His Lordship—Limited by guarantee?

Mr. Barlow—Yes. The speaker then read article 5, and stated that he proposed to prove that on December 23rd last the defendant was a member of the Club, and was a member until it went into liquidation.

His Lordship—Is that denied?

Mr. Harris—Yes.

Plaintiff was called, and deposed to being the managing clerk of the firm of Messrs. Lowe, Bingham and Matthews. On December 23rd of last year he was appointed liquidator of St. George's Club. He had searched among the papers of the Club for the proposal form of the defendant, but had been unable to find it. All

the proposal forms issued were not handed over to witnesses, and it was only by chance that he came across a few. Most of them had probably been destroyed.

His Lordship—What was the membership of the Club at the time?

Witness—About 130. Proceeding, Mr. Williams stated that on going through the books he came to the conclusion that defendant was a member, because he found the original entrance fee entered on November 1906, and payment therefor. In addition to that he saw in the register of the Club for the twelve months, which was kept by Messrs. Lowe and Bingham, subscriptions charged up to defendant together with data which had been paid from time to time.

What subscription did the defendant pay?—A dollar a month.

The subscription provided for by the articles is \$3; do you happen to know why he paid \$1?—It appears that in the early stages of the Club it was agreed that seagoing members should pay only a dollar a month.

Mr. Barlow asked permission to put in a copy of the Club rules, but Mr. Harris objected, remarking that his Lordship could not accept secondary evidence when the first was available.

His Lordship—That is not a cast-iron rule.

Witness, continuing, said there was a clause in the rules which provided for visitors, but visitors could not use the Club for more than one year. The \$1 subscription was payable whether a member was in the Colony or not. Witness received two letters from defendant in the course of his applications for payment. In the first, defendant enclosed \$2.45 due, but protested against the claim of \$25, stating that he was not on the same footing as the rest of the members, as he had paid no entrance fee and had no voice in the management. He looked upon himself as an associate of the Club.

Did you find among the papers of the Club this proposal form (produced)?—Yes.

The form in question contained the names of the proposer and seconder of a new member, and also stated that the proposition was "supported by the following members," defendant's signature being included in the list.

His Lordship asked that the second letter should be read.

Defendant informed Mr. Williams therein that if the correspondence did not at once cease regarding his (defendant's) liability to the late St. George's Club, he would immediately put the matter into the hands of the police, along with the correspondence and the solicitor's letter. This was an illegal action, and he (the defendant) was quite equal to the little game of bluff.

In cross-examination plaintiff said he was one of the first members of committee of St. George's Club, but he did not remember defendant's name going up for election. It may have been put up while he was in Shanghai. Witness could not say whether he was notified of defendant's election. A copy of the rules and articles should have been sent by the Secretary to Mr. Greenwood, who should also have received the balance sheet on December 31st, 1907. It would be sent to all members on that date.

What address would it be sent to?—The C. P. R. office.

Is it not usual in a register of members to have the addresses against the names?—I suppose the name was so well known by the Secretary that he did not bother.

But there were no addresses against any of the names; do you think he knew them all?—Yes, the members were fairly well known to each other.

Do you happen to know whether the committee considered these seagoing people as members or subscribers?—I happened to be a member when the question was discussed; they were certainly looked upon as members.

Did you ever hear of the defendant objecting to become a member?—Never.

Is it not a fact that what really happened was that the defendant and some others refused to become members and were told they could use the Club premises for a dollar a month?—Certainly not.

Do you remember ever seeing Mr. Greenwood attend a meeting?—No.

You were not on the committee when he was elected?—I resigned in December 1906. That was before the entry in the books.

For the defence Mr. Harris denied that the defendant ever became a member of the Club. Mr. Greenwood knew a great many members, and was pressed to join, but did not do so. Then he was told by the committee that if he paid a dollar a month he could use the Club premises, in exactly the same way as club premises very often were used. The same practice was in vogue at the Hongkong Club, where naval and military officers and others were admitted.

Mr. Barlow—But that is provided for in the rules.

His Lordship—What is the rule about subscribers?

Mr. Barlow—They pay \$3 a month, and have no entrance fee.

His Lordship (to Mr. Harris)—Your client appears to have paid an entrance fee?

Mr. Harris—He denies it. What really happened was he paid \$15 against his bar book.

Defendant was called, and said he went with acquaintances to St. George's Club and found it rather a nice place. He was asked to become a member, but declined because he objected to paying an entrance fee of \$3 a month when he was so long out of the Colony. He was willing to use the Club as a visitor provided he could pay a nominal sum, but did not want a voice in the management. He did not sign any form proposing himself as a member, neither did he give the Committee an address where he could

always be found. He never received a notification of his appointment as a member, neither did he receive a notice of any meeting or a copy of the memorandum and articles of association.

In cross-examination he said he did not ascertain how far his privileges went as a visitor at the Club. He claimed he had been a visitor for two years at a dollar a month.

Your opinion was that you were not a member, and had no voice in the management?—Yes. Then how did you come to sign a proposal form?—I have no recollection of signing it. It may have been presented to me promiscuously, and I signed without observing what it was.

You say you had no notice of your election?—None whatever.

And how did you know you had the right to use the Club?—I went there as a visitor.

His Lordship said that when Mr. Barlow brought the case he had not much doubt about the matter. He thought the liquidator was perfectly justified, and was bound to bring the action, although it could not be sustained in face of the evidence of the defendant who said he had never consented, did not become a member, and never collected paying an entrance fee. A person becoming a member assumed liability, but it seemed to his Lordship that the defendant never had an intention of doing anything of the sort. He was quite willing to use the Club for payment of a dollar a month, but his Lordship did not find any consent on the defendant's part to do what plaintiff wanted the Court to find he did. His Lordship therefore found that the defendant was not a member, and entered judgment for him.

The same plaintiff then proceeded against E. J. Hales to recover \$12 for goods had and received, and \$25 subscription; and against C. D. Small to recover \$5.70 for goods had and received, and \$25 subscription.

After hearing the evidence in each action, his Lordship entered judgment for plaintiff.

CORRESPONDENCE.

H.E. THE GOVERNOR AND THE TUNNEL CEREMONY.

[TO THE EDITOR "HONGKONG DAILY PRESS,"]

Government House, 21st May 1909.

DEAR SIR,—His Excellency observes that it is stated in the Press that he and several senior officials were invited to be present at the ceremony of walking through the tunnel, and that his and their absence was much "commented on."

As His Excellency would be sorry if the impression were conveyed that there was any lack of interest on his part in the ceremony or any lack of appreciation of the very successful way in which the colossal task of boring the tunnel has been completed, and he has desired me to inform you that no such invitations were conveyed to him, or, so far as he is aware, to the officers referred to. The C. R. E. asked whether it was the Governor's intention to be present (in which case he would invite several senior officers), at the same time intimating that he could not be certain of the exact time at which the junction would be effected, and suggested that any formal ceremony should be deferred until the completion of the tunnel or the Railway, and it was understood that he was anxious to limit the occasion to a luncheon given by himself to those employed in the tunnel and a few personal friends. It was for this reason that His Excellency and the senior officers refrained from being present.—Yours very truly,

N. SIMSON, Private Secretary.

A VISITOR'S IMPRESSIONS OF HONGKONG.

A recent visitor writing an account of his travel for the *Manila Cobden* gives the following impressions of Hongkong. "A year can be spent in Hongkong without exhausting the possibilities of an entertaining study of people and customs and things. Few sights have I seen to equal the magnificent panorama of the city and harbor of Hongkong from the Peak, and few walks have I taken that were so interesting as the one on Bowen Road. And the people themselves—in my mind's eye I shall always see the poor patient hard-working coolie and his equally hard-working mate, the dirty, little ragged boys each with a tiny little queue dangling from the crown of his head and having about the air of a pair of other little boys do, and the Chinese girls playing in the streets with their brothers, or trading along with a basket in each hand and a baby slung in a hammock on their backs. I have seen Chinamen carrying loads that would stagger a mule and a score of them or so working like galley slaves in a peculiar machine made for pounding rice—working twelve hours a day for twenty cents at the hardest labor ever devised by human ingenuity, and this is the spirit of the fact that a five hundred dollar steam engine would do the same work a hundred per cent. better in one-tenth of the time. I have seen women bargain and haggle over a two cash purchase—one tenth of one cent gold! But not a murmur of discontent could be heard, not a groan or a sign of weakness, not a thought of surrender to the overwhelming odds; just a patient, ceaseless, quiet effort to do the best of daily existence, and bring one nearer to the day of everlasting rest. A wonderful people are the Chinese—a strange, peculiar people. One is struck by the self-faced dignity and quiet demeanor of even the humblest coolie—one looks in vain for excitement or an unusual occurrence. In buying souvenirs it is best to wait until the second or third day, and spend the first day pricing them. I spent seventy-five cents for a coin sword the first day—a day later I bought two more for thirty cents each. I paid seventy cents for a Japanese collar box—a beautiful contrivance—and when I showed it to one of my acquaintances he told me where I could have got it for forty cents. One can purchase things cheaper in the native section and in Kowloon than on Queen's Road. Souvenirs can generally be purchased for less than one half of the price asked. Offer one-third.

COMPANY REPORTS.

PEAK TRAMWAYS COMPANY, LIMITED.

The report of the Directors for the year ending 30th April, 1909, for presentation to the shareholders on Saturday, the 29th inst. is as follows:—

Gentlemen—The directors now beg to submit to you their report and statement of accounts for the year ending 30th April, 1909.

The net profit for the twelve months, after deducting directors' fees and general managers' remuneration and providing for losses on subsidiary coins, amounts to \$35,716.05.

To which has to be added the balance brought forward from last account, 7,471.65.

Making available for appropriation \$43,187.70.

The directors recommend that a dividend at the rate of 8 per cent. per annum be paid to shareholders, amounting to \$24,000.00, that \$1,983.10 be written off rolling stock, that \$15,000.00 be placed to a reserve fund and that the balance of \$2,204.60 be carried to a new profit and loss account.

Directors.—Mr. H. Keswick having resigned, Hon. Mr. W. J. Gresson was invited to occupy the vacant seat on the Board. In accordance with Rule 73 of the Company's Articles, Hon. Sir Paul Chater, C.M.G., Hon. Mr. W. J. Gresson, Dr. J. W. Noble, Mr. G. C. Moxon and Mr. C. S. Gubbay retire, but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. H. Potts and A. E. Lowe. Mr. Potts and Mr. Lowe offer themselves for re-election.

JOHN A. JUPP, Chairman.

Hongkong, 17th May, 1909.

PROFIT AND LOSS ACCOUNT.

For the year ending 30th April, 1909.

To coal and stores.....	\$12,570.19
To charges.....	5,530.53
To maintenance and repairs.....	1,241.40
To rates, crown rent and fire insurance.....	1,215.35
To salaries and wages.....	23,416.41
To mortgage interest on R.B. Lot 80.....	2,029.92
To allowance to general managers to cover office rent and clerks' salaries.....	6,000.00
To directors' fees.....	\$2,500.00
To remuneration to general managers, 5 per cent on gross earnings.....	4,949.45
To balance.....	7,449.45
	\$98,989.10
By traffic receipts (after deducting loss on subsidiary coins).....	\$96,382.13
By advertisement rents.....	272.50
By rent received.....	340.00
By transfer fees.....	8.00
By interest.....	1,980.47
	\$98,989.10

BALANCE SHEET AT 30TH APRIL 1909.

Capital account: 75,000 shares of \$10 each.....	\$750,000.00
Less: uncalled, \$9 per share on 50,000 shares.....	450,000.00
	\$300,000.00
Reserve fund.....	5,000.00
Mortgage R.B. Lot No. 80.....	29,000.00
Unexpired season tickets.....	4,340.73
Sundry creditors.....	13,834.57
Profit and loss account: do. From last year.....	\$ 7,471.65
do. For the year.....	35,716.05
	43,187.70
	\$395,353.00
Permanent way and concession (old line).....	\$200,000.00
Permanent way and concession (new line).....	45,626.29
Stations, crown leasehold and buildings (Inland Lots 1317, 1333, 1334, 1335, 1353 and R.B. Lots 80 and 86).....	35,256.29
Bolling stock.....	36,983.10
Office furniture.....	653.60
Coal and stores in hand.....	1,591.03
Sundry debtors.....	\$71,274.61
Cash in Hongkong and Shanghai Bank.....	3,309.18
Cash and commodities orders in hand.....	74,583.79
	\$395,353.00

A. S. WATSON AND CO., LIMITED.

The report of the General Managers for the year ending 31st December, 1908 for presentation to the shareholders at the twentieth annual ordinary General Meeting of the company (since its registration) to be held on Saturday, the 29th inst. is as follows:—

Gentlemen—We beg to lay before you a Statement of the Company's business with a Balance Sheet for the year ending the 31st December, 1908.

The Net profits of the Company for the twelve months under review, after paying all charges, including the salary of the General Managers, providing for all bad and doubtful debts, and allowing for loss on subsidiary coins, amount to \$76,499.96.

To which has to be added the balance brought forward from the previous year..... 6,438.19

From this there has to be deducted:—

General Managers' commission of 5 per cent. on the net profits for the year as per Article 80 of the Company's Articles of Association..... \$3,824.99

Remuneration of the Consulting Committee..... 2,500.00

Leaving available for appropriation \$76,613.15

We paid an interim dividend of 3 per cent. in November last amounting to \$27,000.00.

We now propose to pay a further dividend of 3 per cent. (making 6 per cent. for the year) which will amount to \$27,000.00.

To write off building improvements, furniture, fittings, utensils of trade, erected water plant, and machinery..... 20,000.00

To carry forward to 1909 account..... 2,613.15

\$76,613.15

Consulting Committee.—The existing Consulting Committee consists of Hon. Sir C. P. Chater C.M.G., Hon. Mr. E. Osborne, and Messrs. H. P. White and J. Scott-Harston.

Auditors.—The Company's accounts at the Head Office have been audited by Mr. Francis Maitland and Mr. W. Hutton Potts, who offer themselves for re-election.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 19th May, 1909.

BALANCE SHEET, 31st DECEMBER, 1908.

Capital account.....	\$900,000.00
Permanent reserve fund.....	300,000.00
Reserve fund to meet contingencies or for the equalization of dividends.....	25,000.00
	1,225,000.00
Local and general liabilities in the East and in America.....	\$222,775.00
Local and general liabilities in London.....	26,444.32
	249,219.32
Mortgage on Section E. of Inland Lot No. 19, and the buildings thereon.....	\$48,000.00
Mortgage on Marine Lot No. 2, and the buildings thereon.....	125,000.00
Mortgage on Kowloon Inland Lot No. 1208 and the buildings thereon.....	25,000.00
Advances against San Jacinto Property.....	30,829.93
Bills payable Hongkong, China and Manila.....	162,064.40
Unclaimed dividends.....	13,546.78
Security deposits from staff.....	19,950.00
Profit and Loss: Forward from 1907.....	\$6,438.19
Net balance 1908.....	76,499.95
	\$82,938.14
Less interim dividend of 3 per cent. per share paid in November 1908.....	\$27,000.00
Less amount undivided at 31st December 1908.....	3,246.90
	23,753.10
	59,185.04
	\$1,957,996.47

ASSETS.

Total stocks in trade..... 1,004,911.88

Building improvements, furniture, fittings and trade utensils at Hongkong, Canton, Amoy, Shanghai, Hankow, Tientsin, and Native branches..... \$153,045.19

As per last account..... 162,541.30

Amount written off for depreciation in May 1908..... 9,496.11

Added during 1908..... 2,195.94

155,251.13

Accrued water and other charges, machinery and plant at Hongkong, Manila, Canton, Amoy, Shanghai and Hankow..... \$5,200.03

As per last account..... 134,609.49

Amount written off for depreciation in May 1908..... 10,100.33

Added during 1908..... 4,630.52

129,139.18

Steam launches, cargo boat, and water boat..... \$5,200.03

As per last account..... 403.06

Amount written off for depreciation in May 1908..... 84,796.97

Added during 1908..... 1,460.24

6,257.21

Good debts due from customers..... \$785.45

Cash in hand..... \$18,063.10

Cash at bank..... 8,854.41

26,917.51

Fire Insurance, premia and licences unexpired..... 11,712.14

Section E. of Inland Lot No. 19 and the buildings thereon..... 60,000.00

Marine Lot No. 2 and the buildings thereon..... 173,917.82

Kowloon Inland Lot No. 1208 and the building thereon..... 27,500.00

Marine Lot No. 293 as per last account..... 25,711.00

Expended for reclamation in 1908..... \$25,620.00

San Jacinto land and buildings, Manila..... 32,941.45

346,690.27

\$1,957,996.47

Dr. PROFITS AND LOSS.

To balance..... \$82,938.14

By net profits, Hongkong, China and Manila..... 76,499.95

\$82,938.14

CONTRA.

By balance forward from 1907..... \$6,438.19

By net profits, Hongkong, China and Manila..... 76,499.95

\$82,938.14

MANILA MERCHANTS AND THE TARIFF LAW.

The following letter, written by Messrs. Kuendall and Streiff to the Manila Chamber of Commerce, indicates somewhat the anxiety that is felt in commercial circles over the Payne Bill and Colton Tariff:

May 14th 1909.

SIR,—We have the honor to present to you the following:

TARIFF REVISION.

Referring to the Payne Bill, of which the so-called Colton Tariff pertaining to the Philippine Customs is a part, we beg to invite the attention of the Chamber to our knowledge of the forementioned law, to go into effect on its passage. Whether in the meantime any change in this provision has been made we are not aware, yet hardly think so, and hence consider it urgently necessary that some action be taken by this Chamber to prevent such procedure if possible. This recommendation is principally made on account of the conflicting and alarming reports received through the newspapers of this city in the absence of any official bulletin from the local government. Under the present wording of law any and all goods stored in bonded warehouses and in transit at the time the law is passed shall have to pay the new rates of duty, which, it appears, are contemplated to be very much higher than heretofore. Immaterial however, what the new rates may be, solely from a point of fairness and justice to the local merchant, giving them at least some time to adjust themselves to the new conditions, we herewith recommend that this matter be taken up through your Chamber with the proper authorities at once. At all of the former Tariff Revisions a certain period had been allowed (though at times but a very short one) between the passage and the full enforcement of the new law, and in much as the present contemplated changes will affect the local market conditions as never before, we feel confident that the Hon. Acting Governor General and the Philippine Commission will give the commercial fraternity their kind assistance if appealed to, and induce Congress to adhere to established precedents or embody in the law some other proviso jointly agreed upon and recommended.

Hence we ask that a meeting of the Chamber be called at the earliest date possible in order to draft such resolution or to take such steps as may be deemed advisable in the hope of bringing about the desired result.

Yours very truly,

BANKRUPTCY LAW.

From the dailies we have noticed to our great surprise that the Assembly has tabled this law and, consequently, it seems that again we shall be without normal rules to protect creditors as well as debtors from fraudulent transactions in insolvency matters. Probably if all Chambers would unite and approach the Commission in a body, informing it of the urgency of such law, sufficient pressure might be brought to have the law enacted prior to the closing of the present legislature. We recommend immediate action.

CUMSHAW! CUMSHAW!

I met with a funny adventure while in Hongkong, writes a recent visitor to a Manila paper. I was walking along the waterfront smoking a cigarette to help keep the small away—one meets with all kinds and conditions of smells in Hongkong—when a little slip of a Chinese youngster with cheeks as red as two ripe apples, approached and looked up at me with a twinkle in his mischievous eye and a smile that came of a mischievous childhood. He looked so attractive that I patted him on his tiny queue and gave him a couple of loose coins. I had in my pocket. I never saw a youngster run faster than that little Chinno did the moment he saw those coins. He headed towards a group of other little boys and girls who were playing in the street near by, and as he ran he shouted something that sounded very much like "Cumshaw! Cumshaw!" In about a minute I was surrounded by over fifty children all yelling and shouting "Cumshaw! Cumshaw!" and the more I shook my head and tried to frown, the louder they yelled and the more racket they made. I could not advance nor retreat—I was too dignified to break my way through the crowd and run! To make matters worse a number of coolies and others gathered around, and I felt—well, that I would have gladly given five dollars to have laid hands on that little Chinese rascal who was too unscrupulous to keep good fortune to himself. Luckily, a "rickshaw" appeared at this moment and I made my escape, with the recollection hereafter to limit my enthusiasm over a fancy face or twinkling eyes to just a pat on the head.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 21st at 11.45 a.m.—The depression, which continues to advance Eastwards over the sea of Japan, is approaching Hokkaido.

Pressure has increased moderately over S.W. Japan and the Loochoos, and given way slightly to moderately over S. China, Tongking and Annam.

It is highest over the Pacific in the neighborhood of the Loochoos, and relatively low over the N.W. part of the China Sea.

Moderate E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.51 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood..... E. winds, mod'te, equally showery.

Formosa Channel..... Same as No. 1.

South coast of China between..... Same as No. 1.

Hongkong and Loochoos..... Same as No. 1.

South coast of China between..... Same as No. 1.

Hongkong and Loochoos..... Same as No. 1.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 6th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS



MAGISTRACY

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace for the Colony will be held at the MAGISTRACY, at 2.15 p.m., on FRIDAY, the 28th May, 1909, for the purpose of considering the following application under the Liquor Licences Ordinance, 8 of 1898 and 8 of 1908, viz.:

From one KAKUZO UYERUKU for Permission to ENLARGE THE PREMISES by adding 1st, 2nd and 3rd floors of house No. 35, Connaught Road Central. Applicant is now holding an adjacent licence to sell by retail intoxicating liquors on premises Nos. 36 and 37, Connaught Road Central, under the sign of "Sui Foc Row".

J. H. KEMP,
Police Magistrate.

Hongkong, 20th May, 1909. [770]

"HONEYSUCKLE" BRAND FRESH BUTTER

We offer this Butter as a **SUPERFINE** ARTICLE UNEQUALLED IN THE EAST.

Connoisseurs will endorse this Statement after trial.

PRICE - - \$1 a lb.

THE DAIRY FARM CO., LTD.

[563]

MONEY TO LEND.

\$150,000 to invest on Mortgage. Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to "X."

Care of "Daily Press" Office.

Hongkong, 20th May '09. [537]

NOTICE

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VUEX ROAD CENTRAL. (Late occupied by Madame Jay).

Hongkong, 28th April, 1909. [667]

FOR SALE.

A MAGAZINE HAND CAMERA to carry one dozen Plates 5 by 4. Good Lens and Easy Adjustment.

Apply to—**VELOX.**

Care of "Daily Press" Office.

Hongkong, 6th May, 1909. [710]

FOR SALE.

ELECTRIC PLANT.

Consisting of—

TWO 125 Kilowatt STEAM ALTERNATOR SETS: Output, 60 Amperes at 2100 Volts. The Sets comprises Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROBEY & Co., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

ALSO

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWN and LINDLEY.

For further particulars apply to **HONGKONG ELECTRIC CO., LD.,** St. George's Buildings.

Hongkong, 23rd April, 1909. [649]

TIME FLIES!

SO DOES YOUR OPPORTUNITY.

We have now only a few left of **THE CELEBRATED**

W. B. CORSETS

NUFORM and PERFECT FORM.

Most Popular in the World and worn by the leading Society Belles of Europe and America.

ONLY TO BE HAD FROM

HOOSAIN-ALI & CO.

Hongkong, 3rd May, 1909. [41]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & CO.

FURNITURE & PHOTO GOODS STORE, 26, DES VUEX ROAD CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.

Cameras fitted with "ZEISS," "GOERZ," "ROSS" & "ALDIS" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

INTIMATIONS

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 24th instant, (EMPIRE DAY).

Hongkong, 20th May, 1909. [752]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EMPIRE DAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 24th instant, (EMPIRE DAY).

By Order, **A. R. LOWE,** Secretary. [761]

Hongkong, 21st May, 1909.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

EMPIRE DAY.

NOTICE IS HEREBY GIVEN that MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 24th instant, (EMPIRE DAY).

By Order, **A. R. LOWE,** Secretary. [762]

Hongkong, 21st May, 1909.

FIRST CLASS SCHOOL for the Daughters of Gentlemen (Boards only), removing to larger premises where pupils will enjoy London advantages combined with country life. Education on the lines of the most efficient Public Schools. Resident certificated English and Foreign Mistresses. London Professors for Music, Dancing and Art. Health first consideration. Experienced Matron. Extensive Grounds. Games. Entire charge undertaken. Reasonable fees. Particulars apply—**M. C. CARE OF PATON'S,** 143, Cannon St., London, E.C.

England. [736]

NOTICE.

THE MANAGER OF KENNEDY'S STABLES begs to inform the residents of KOWLOON and district that provided efficient support be forthcoming he will be prepared to establish a **SHOOTING FORGE** at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the Scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Under-signed.

G. W. GEGG, Manager, Kennedy's Stables. [705]

Hongkong, 5th May, 1909.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, For Account of the Estate of the late **MR. O. D. THOMSON,** TO-DAY (SATURDAY), the 22nd May, 1909, at 11 a.m., at their Sales Rooms, No. 8, DES VUEX ROAD, corner of Ice House Street.

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ALSO

2 IRON SAFES (one by Milner's). Terms—As Usual.

HUGHES & HOUGH, Auctioneers. [754]

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A LARGE QUANTITY OF **VALUABLE HOUSEHOLD FURNITURE,** Comprising—

OVERMANTLES, BEDSTEPS, SIDE-BOARDS, HATSTANDS, MARBLE-TOP TABLES, SILK TAPESTRY DRAWING ROOM SUITES, PICTURES, a few pieces of **BLACKWOOD FURNITURE, BRASS FENDERS, DOGS,** &c., &c.

Further Particulars later. Terms—As Usual.

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Hongkong, 21st May, 1909.

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"THE IMPERIAL BREWERY," Situated in WONG-NEI-CHONG VALLEY, AS A GOING CONCERN.

IN ONE LOT.

If the Property is not sold in one lot, the PLANT, FURNITURE, GEAR, STOCK, &c., &c., will be sold in separate lots to suit purchasers.

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For full particulars apply to—**Messrs. BRUTTON & HETT,** Solicitors, Messrs. HASTINGS & HASTINGS, Solicitors, Mr. H. PERCY SMITH, Chartered Accountant, or **MR. GEO. P. LAMBERT,** Auctioneer.

Hongkong, 20th May, 1909. [755]

THE Undersigned have received instructions to Sell by Public Auction, For Account of the Estate of the late **MR. O. D. THOMSON,** TO-DAY (SATURDAY), the 22nd May, 1909, at 11 a.m., at their Sales Rooms, No. 8, DES VUEX ROAD, corner of Ice House Street.

A NUMBER OF **LAW BOOKS,** Comprising—

CHITTY'S STATUTES by J. M. Lely, 13 vols. **LAW TIMES REPORTS,** 10 vols. **DANIELL'S CHANCERY FORM AND PRACTICE,** AUSTIN'S JURISPRUDENCE, **MARSDEN'S COLLISIONS** by SRA. STEVENSON, **MERCANTILE LAW,** INTERNATIONAL LAW DIRECTORY, **CASES OF CRIMINAL LAW, HONGKONG ORDINANCES 1883-1908, STANDARD DICTIONARY OF THE ENGLISH LANGUAGE,** &c., &c.

ALSO

2 IRON SAFES (one by Milner's). Terms—As Usual.

HUGHES & HOUGH, Auctioneers. [754]

Hongkong, 21st May, 1909.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 22nd May, 1909, at 2 p.m., at their Sales Rooms, No. 8, DES VUEX ROAD, corner of Ice House Street.

A LARGE QUANTITY OF **VALUABLE HOUSEHOLD FURNITURE,** Comprising—

OVERMANTLES, BEDSTEPS, SIDE-BOARDS, HATSTANDS, MARBLE-TOP TABLES, SILK TAPESTRY DRAWING ROOM SUITES, PICTURES, a few pieces of **BLACKWOOD FURNITURE, BRASS FENDERS, DOGS,** &c., &c.

Further Particulars later. Terms—As Usual.

HUGHES & HOUGH, Auctioneers. [767]

Hongkong, 21st May, 1909.

MR. GEO. P. LAMBERT has received instructions from the Official Liquidator, **H. PERCY SMITH, Esq.,** Chartered Accountant, to Sell by Public Auction, On WEDNESDAY, the 26th May, 1909, commencing at 11 a.m., on the premises,

"THE IMPERIAL BREWERY," Situated in WONG-NEI-CHONG VALLEY, AS A GOING CONCERN.

IN ONE LOT.

If the Property is not sold in one lot, the PLANT, FURNITURE, GEAR, STOCK, &c., &c., will be sold in separate lots to suit purchasers.

For full particulars apply to—**Messrs. BRUTTON & HETT,** Solicitors, Messrs. HASTINGS & HASTINGS, Solicitors, Mr. H. PERCY SMITH, Chartered Accountant, or **MR. GEO. P. LAMBERT,** Auctioneer.

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Further Particulars later. Terms—As Usual.

HUGHES & HOUGH, Auctioneers. [767]

Hongkong, 21st May, 1909.

PUBLIC COMPANIES

THE PARIS TOILET COMPANY, LTD.

NOTICE.

THE THIRD GENERAL MEETING of SHAREHOLDERS will be held THIS DAY (SATURDAY), the 22nd inst., at 12.30 p.m., at No. 5, Queen's Road Central, the Registered Office of the Company, for the purpose of receiving a statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing an Auditor.

The TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, the 19th May, to SATURDAY, the 5th June, both days inclusive.

PERCY SMITH & SETH, General Managers. [741]

Hongkong, 22nd May, 1909.

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road Central, on SATURDAY, the 29th day of May, 1909, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th May, to the 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. [747]

Hongkong, 19th May, 1909.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of the Company (Intercourse Registration) will be held at the Office of the Company in Alexandra Buildings, on SATURDAY, the 29th instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1908.

The REGISTER of SHARES will be CLOSED from TUESDAY, the 2

SHIPPING.

ARRIVALS.

AMIRAL EXELMANS, French str., 3,144, Tonnage, 21st May—Singapore 14th May General—Messageries Maritimes.
 BELORAVIA, German str., 4,252, Hildebrandt, 21st May—Bangkok 14th May, General—Hamburg-Amerika Linie.
 BOMBAY MARU, Japanese str., 3,398, Evans, 21st May—Kobe 13th and Moji 15th May, General—Nippon Yusen Kaisha.
 HAIKUN, British str., 636, J. W. Evans, 21st May—Swatow 20th May, General—Douglas, Leprieux & Co.
 HESLOPOLIS, British str., 2,976, J. W. Martin, 21st May—Chingwangtao 15th May—Gibb, Livingstone & Co.
 HIKOSAN MARU, Japanese str., 2,302, M. Mitsui Bussan Kaisha.
 KONGSICANG, German str., 1,292, Resiesky, 21st May—Bangkok 13th May, Rice—Butterfield & Swire.
 KWANLOO, Chinese str., 21st May—Canton.
 KWANGTAN, Chinese str., 1,536, W. H. Lunt, 21st May—Shanghai 18th May, General—Chinese.
 LOYAL, German str., 1,237, F. Natania, 21st May—Suez (N. Borneo) 13th May—Canton—Sander, Wieler & Co.
 M. S. DOLLAR, British str., 2,574, Cross, 21st May—Manila 18th May, Timber—Arnold, Karberg & Co.
 PERA, British str., 4,916, W. W. Cooke, R.N.R., 21st May—Yokohama and Shanghai 8th May—General—P. & O. S. N. Co.
 R. W. HIGGINS, Norwegian str., 2,742, R. Burns, 20th May—Newcastle 30th April, Coal—Sheehan, Jones & Co.
 TAMING, British str., 1,350, A. Somerville, 21st May—Manila 18th May, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 21st May.
 Beloravia, German str., for Colombo.
 Bombay Maru, Jap. str. for Singapore.
 Chitli, British str., for Hongkong.
 Chigo Maru, Jap. str., for Shanghai.
 Hongkong, French str., for Hoihow.
 Kungo Maru, Jap. str., for Nagasaki.
 Kwanglo, Chinese str., for Shanghai.
 Loowang, British str., for Singapore.
 M. S. Dollar, British str., for Moji.
 Pera, British str., for Singapore.
 Taming, German str., for Bangkok.
 Tjinali, Dutch str., for Saigon.
 Wongkai, German str., for Bangkok.

DEPARTURES.

21st May.
 CHILDA, Norwegian str., for Swatow.
 E. F. FERNAND, Austrian str., for Shanghai.
 HATCHING, British str., for Swatow.
 HANCO, French str., for Q. Wan.
 Hongkong, British str., for Amoy.
 Kwei-chow, British str., for Weihaiwei.
 Kwei-yang, British str., for Tientsin.
 KWONGKONG, British str., for Shanghai.
 MANILA, German str., for Manila.
 STENTON, British str., for Singapore.
 YUENANG, British str., for Manila.

SHIPPING REPORTS.

The British steamer *Helios* reports: Light variable winds and fine weather.
 The British str. *Haiman* reports: Fresh northerly winds, overcast and rain.
 The Chinese str. *Kwanglo* reports: Experience light air and calm with smooth seas, fine and clear weather to Oaken, thence gradually increasing N.E. to E.N.E. wind and sea and overcast misty weather with frequent heavy rain, squally to port.

VESSELS IN DOCK.

May 21st.
 ABERDEEN DOCK—
 Kowloon Dock—Y. Senta, Scandinavia, Heim, Onang, Hopang, H. & S.M.S. Tientsin, Cosmopolitan Dock—Amiral Exelmanns.
 TAIKOO DOCK—Linn, Maple Leaf, Pilsen, Samsen.

VESSELS ON THE BERTH

STEAMER FOR
 FIUME AND TRIESTE (Dibbey),
 Calling at SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Red Sea, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship.
 "CHINA."
 Captain Barrett, will be despatched as above on or about 24th inst.
 This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co.,
 Agents,
 Hongkong, 6th May, 1909. [3]

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.
 THE Steamship
 "ARRATON APCAR."
 Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 29th inst., at Noon.
 This steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.
 RETURN TOUS TO JAPAN
 (Occupying 24 Days).
 Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) Moji to Hongkong providing a stay of 5 to 6 days in Japan.
 Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.
 Fare for round trip \$120.
 For Freight or Passage, apply to
 DAVID SASSON & Co., Ltd.,
 Agents,
 Hongkong, 21st May, 1909. [768]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & SIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON & ANTWERP VIA MANILA, &c.	OCHANA	Brit. str.	—	T. H. Hids, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Noon.
ANTWERP ROTTERDAM & HAMBURG, &c.	DENBIGHSHIRE	Brit. str.	—	Barrett	JARDINE, MATHESON & Co., Ltd.	On 18th June.
BREMEN HAMBURG & ROTTERDAM, &c.	SYRENIA	Ger. str.	k.w.	Schmer	HAMBURG-AMERICA LINE	On 8th July.
HAIRVE & HAMBURG VIA STRAITS, &c.	SUNIVA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERICA LINE	To-day.
HAIRVE & HAMBURG VIA STRAITS, &c.	SIBERIA	Ger. str.	k.w.	Ekhorn	HAMBURG-AMERICA LINE	On 17th June.
HAIRVE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	v. Dokren	HAMBURG-AMERICA LINE	On 22nd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CANTON	Swed. str.	—	Seller	MESSEGERIES MARITIMES	Middle of June.
MARSEILLES, &c. VIA PORTS OF CALL	OCEANIAN	Fr. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 25th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 26th inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	SILVIA	Ger. str.	k.w.	Porrala	HAMBURG-AMERICA LINE	On 9th June, at D'light
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	KITANO MARU	Jap. str.	—	F. F. Cope	NIPPON YUSEN KAISHA	On 2nd July.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	F. F. Cope	TOYO KISEN KAISHA	About 2nd June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malabon	MESSEGERIES MARITIMES	On 1st June, at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	CHINA	Aus. str.	—	Bergman	DODWELL & Co., Ltd.	About 25th inst., at Noon.
BOSTON & NEW YORK	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	About 18th June.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	To-day, at 6 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 14th July, at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	BOYERIE	Jap. str.	—	W. Shotton	DODWELL & Co., Ltd.	On 25th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TOMA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 8th June, at 4 P.M.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN, &c.	ALDENHAM	Brit. str.	—	St. John George	GIBB, LIVINGSTONE & Co.	On 23rd inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 13th June, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	N. Matheson	MELCHERS & Co.	On 8th July, at Noon.
YOKOHAMA AND KOBE	KUMANO MARU	Jap. str.	—	F. Isaki	MELCHERS & Co.	About 29th inst.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
NAGASAKI, MOJI, KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 4th June, at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 9th June, at Noon.
YAP, MANILA, NEW GUINEA, &c.	TILWONG	Dut. str.	—	Jurinas	JAVA-CHINA JAPAN LINE	Quick despatch.
TIENSIN VIA CHEFOO	CHONGKING	Dut. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 4th June, at Noon.
SHANGHAI, YOKOHAMA & KOBE	LIAN	Fr. str.	1 m.	Williams	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI, YOKOHAMA & KOBE	SYDNEY	Fr. str.	—	Rebutat	MESSEGERIES MARITIMES	About 24th inst.
SHANGHAI	TOKAGAWA	Jap. str.	—	Lee	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI, MOJI & KOBE	TAKASAKI MARU	Jap. str.	—	A. Mosker	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI	TUNGCHOW	Brit. str.	1 m.	Fraser	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SHANGHAI	ARMACON APACAN	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ISTRIA	Ger. str.	k.w.	A. Stewart	DAVID SASSON & Co., Ltd.	On 29th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	AFRUI	Brit. str.	—	Luning	HAMBURG-AMERICA LINE	On 29th inst.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	P. R. LUTFOLD	Ger. str.	1 m.	H. Kirohner	BUTTERFIELD & SWIRE	On 30th inst., at D'light
SHANGHAI, MOJI, KOBE & YOKOHAMA	SILVA	Brit. str.	—	C. D. Goldsmith, R.N.R.	MELCHERS & Co.	About 3rd June.
SHANGHAI	CHIRHUA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th June, at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOCKRANO	Brit. str.	—	Behringhammer	JARDINE, MATHESON & Co., Ltd.	On 7th June, at Noon.
SHANGHAI, YOKOHAMA & KOBE	BRASLIA	Ger. str.	k.w.	P. J. van Emmerick	HAMBURG-AMERICA LINE	On 9th June.
SHANGHAI	TELATAP	Dut. str.	—	K. Sag	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI	SOSU MARU	Jap. str.	—	H. Murayama	OSAKA SHOKEN KAISHA	On 28th inst., at 10 A.M.
SHANGHAI	DANGI MARU	Jap. str.	—	T. Arthur	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	FOOSHING	Brit. str.	—	J. S. Bosch	DOUGLAS LAFRAIK & Co.	On 25th inst., at 8 A.M.
SHANGHAI	HAIYAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	To-morrow, at 4 P.M.
SHANGHAI	HAIYANG	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIK & Co.	On 28th inst., at 1 P.M.
SHANGHAI	KAIYONG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 1st June, at 3 P.M.
SHANGHAI	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN TOMES & Co.	To-day, at 4 P.M.
SHANGHAI	TAMING	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI	REVI	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & Co.	On 28th inst., at Noon.
SHANGHAI	YUENANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 4th June, at 4 P.M.
SHANGHAI	CHIRI	Brit. str.	1 m.	J. W. Gordon	BUTTERFIELD & SWIRE	On 1st June, at 4 P.M.
SHANGHAI	BORNEO	Ger. str.	—	F. Semhill	MELCHERS & Co.	To-day, at 10 A.M.
SHANGHAI	BOMBAY MARU	Jap. str.	—	W. A. Evans	NIPPON YUSEN KAISHA	Beginning of June.
SHANGHAI	LAIRANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	To-day.
SHANGHAI	HOPANG	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
SHANGHAI	THIKAI	Dut. str.	—	Boutman	JAVA-CHINA JAPAN LINE	About 22nd inst., 10 A.M.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. ISEKE	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBILL	Beginning of June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	Wed. day, 2nd June, at Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. H. KIRCHNER	About Friday, 3rd June.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY, and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISEKE	Friday, 18th June, at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 21st May, 1909.

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	W. Shotton	On 3rd June
OCEANO	4,657	E. W. Davis	On 1st July
KUMERIC	6,232	J. Matheson	On 29th July
AYMERIC	4,363	J. Boyd	On 26th August

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
Queen's Buildings.

Hongkong, 21st May, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN
 VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Rebutat	About 24th May.
MARSEILLES VIA PORTS	"OCEANIE" Capt. Seller	On 25th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 7th June, P.M.
MARSEILLES, VIA PORTS	"POLYNESIE" Capt. Broe	On 8th June, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,
Queen's Building.

Hongkong, 18th May, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPRESS OF INDIA" Sat., 22nd May.	"EMPRESS OF BRITAIN" Fri., 18th June.
"EMPRESS OF JAPAN" Sat., 12th June.	"ALLAN LINER" Friday, 9th July.
"EMPRESS OF CHINA" Sat., 3rd July.	"EMPRESS OF IRELAND" Fri., 30th July.
"MONTEAGLE" Wed. day, 14th July.	"ALLAN LINER" Friday, 30th Aug.
"EMPRESS OF INDIA" Sat., 24th July.	

"Empress" Steamships leave HONGKONG at 6 P.M.
 "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate (Steamship) "43" "243" "245."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.
 (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM."
 Captain St. John George, will be despatched as above on FRIDAY, 29th inst., at 5 P.M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 The Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTONE & Co.,
 Agents,
 Hongkong, 21st May, 1909. [721]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERANG, SOUE, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA."
 Captain T. H. Hids, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 29th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "VICTORIA," 5,532 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCHANA" due in London on the 2nd July, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT,
 Superintendent.

Hongkong, 17th May, 1909. [1]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
 S.S. "PATHAN" About 16th June.
 For Freight and further information, apply to
 DODWELL & Co., Ltd.,
 Agents.

Hongkong, 15th May, 1909. [699]

"SHIRAZ" LINE OF STEAMERS LTD.

FOR LONDON AND ANTWERP VIA MANILA, STRAITS & COLOMBO.

THE Steamship

"DENBIGHSHIRE."
 Captain Barrett, will be despatched as above on the 18th June.
 For Freight or Passage apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents,
 Hongkong, 20th May, 1909. [756]



MITSUBISHI BISHI GOSHI KAISHA. (MITSUBISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEI and KAMIYAMADA, Collieries.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO PORT SAID and MARSEILLES	PERA 10 A.M., 22nd Capt. W. W. Cooke, R.N.R. May	Freight only.
SHANGHAI	DELHI About 27th Capt. G. W. Gordon May	Freight and Passage.
LONDON via USUAL PORTS	OCEANA Noon, 29th Capt. T. H. Hild, R.N.R. May	See Special Advertisement.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	SIMLA About 4th Capt. C. D. Goldsmith, R.N.R. June	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 19th May, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG	"CHIHUI"	On 22nd May, 10 A.M.
SHANGHAI	"LINAN"	On 23rd May, 10 A.M.
MANILA	"TAMING"	On 25th May, 3 P.M.
SHANGHAI	"YINGCHOW"	On 27th May, 4 P.M.
SHANGHAI	"ANHUI"	On 30th May, 10 A.M.
MANILA	"KAIFONG"	On 1st June, 4 P.M.
CEBU and ILOILO	"CHIHUI"	On 1st June, 4 P.M.
SHANGHAI	"CHINHUA"	On 3rd June, 4 P.M.

THURSDAY ISLAND, COOK-
TOWN, CAIRNS, TOWNS-
VILLE, BRISBANE, SYDNEY,
with Transhipment for TASMANIA,
NEW ZEALAND, ADELAIDE,
FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS, "ANHUI," "CHENAN,"
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.
For Freight or Passage apply to—
HONGKONG, 22nd May, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 23rd May, at 10 A.M.
"HAITAN"	AMOI & FOCHOW.	WED'DAY, 26th May, at 8 A.M.
"HAIYANG"	SWATOW, AMOI & FOCHOW.	FRIDAY, 28th May, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 22nd May, 1909.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW, & SWATOW	"DAIGI MARU" Capt. H. MURAYAMA	SUNDAY, 23rd May, at 10 A.M.
ANPING via SWATOW, & AMOI	"SOSHU MARU" Capt. K. SUGI	WED'DAY, 26th May, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class
Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships.
Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch
Office, Second Floor, No. 1, Queen's Buildings.
Hongkong, 18th May, 1909.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 22nd May, Noon.
SHANGHAI	"TINSANG"	Tuesday, 25th May, Noon.
FOCHOW	"FOOSHING"	Tuesday, 25th May, Noon.
SINGAPORE & SAMARANG.	"HOBSANG"	Wednesday, 26th May, Noon.
TIENTSIN via CHEFOO	"CHEONGSHING"	Friday, 4th June, Noon.
MANILA	"YUENSANG"	Friday, 4th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	"FOOKSANG"	Monday, 7th June, Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a
stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Telephone No. 61.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 22nd May, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAYBE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAYBE & HAMBURG:
S.S. ISTRIA 29th May	S.S. SILEBIA 22nd May
S.S. BRASILIA 9th June	FOR BREMEN, HAMBURG & ROTTERDAM:
S.S. SEGOVIA 22nd June	S.S. SUEVIA 8th June
S.S. C. FERD. LAEISZ 26th June	FOR HAYBE & HAMBURG:
S.S. SLAVONIA 10th July	S.S. SENEGAMBIA 17th June
S.S. ANDALUSIA 18th July	FOR BREMEN, BREMEN & HAMBURG:
	S.S. SCANDIA 22nd June
	FOR MARSSEILLES, HAYBE & HAMBURG:
	S.S. SILVIA 2nd July
	FOR ANTWERP, ROTTERDAM & HAMBURG:
	S.S. SITHONIA 8th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 22nd May, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Middle of May.
MARSEILLES, HAYBE, COPEN- HAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to
HONGKONG, 8th May, 1909.

MELOHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE,
COLOMBO, SUEZ and PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. E. CORN)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 23rd July.
MISHIMA MARU	(Capt. A. E. MOSSE)	About Wed. 26th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	S.S. IYO MARU Capt. S. J. G. Parsons	6500	WED'DAY, 26th May, at Daylight
VICTORIA, B.O. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOYAMA, SHIMIZU and YOKOHAMA	S.S. WAKASA MARU Capt. N. Nielsen	6500	WED'DAY, 9th June, at Daylight
SYDNEY and MELBOURNE, via MANILA, TUESDAY and BRISBANE	S.S. KAGA MARU Capt. M. Hagino	6500	TUESDAY, 25th May, at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO	S.S. KOSU MARU Capt. T. Hara	6000	TUESDAY, 8th June, at 4 P.M.
SHANGHAI, MOJI and KOBE	S.S. NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon
KOBE and YOKOHAMA	S.S. KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	S.S. BOMBAY MARU Capt. W. A. Evans	5000	SATURDAY, 22nd May
NAGASAKI, KOBE and YOKOHAMA	S.S. TAKASAKI MARU Capt. A. Meeker	5000	THURSDAY, 27th May
	S.S. KAWACHI MARU Capt. H. Petersen	5500	FRIDAY, 28th May, at 5 P.M.
	S.S. MISHIMA MARU Capt. A. E. Mosse	9000	FRIDAY, 4th June, at Noon
	S.S. KUMANO MARU Capt. N. Mathieson	6000	WED'DAY, 9th June, at Noon.

* Calling at Keelung.
† Fitted with New System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic
Steamship Round-the-World Tickets also issued. Between Nagasaki and Yokohama,
1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 22nd May, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 22nd May, 4 P.M.
RUBI	2540	R. W. Almond	Manila	On 29th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 20th May, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, S.T.O.,
via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA
CRUZ (Mexico).

STEAMERS	TONS.	SAILING
S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANSHU MARU	5000	July 1st, at Noon.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 25th, at Noon.
S.S. MANSHU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 5th May, 1909.

TOYO KISEN KAISHA, York Building.
462

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "Kobe Maru" and "Saimo Maru" (2,677 tons each)
as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday Saturday	Saturday or Sunday Monday or Tuesday
Lv. —	Ar. —	11 a.m.	Friday
Lv. — Mukden	Ar. —	8.50 p.m.	"
Lv. —	Ar. —	9.15 p.m.	"
Lv. — Changchun	Ar. —	5 a.m.	Monday
Lv. — (Russian Train)*	Ar. —	6.55 a.m.	Wednesday
Lv. — Harbin	Ar. —	3 p.m.	Saturday

Connecting at Harbin with { State Express from Moscow. Wagon-Lite from Moscow. State Express for St. Pet. g.

SOUTH-BOUND.

Leave—Harbin	Arrive—Changchun	Thursday Saturday	Friday Sunday
Lv. — (Russian Train)*	Ar. —	9 a.m.	"
Lv. — Mukden	Ar. —	6 p.m.	"
Lv. —	Ar. —	2.10 p.m.	Wednesday
Lv. — Dairen	Ar. —	2.30 a.m.	Friday
Lv. — (Steamer)	Ar. —	12.30 p.m.	Sunday
Lv. — Shanghai	Ar. —	afternoon.	Tuesday

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add.: "MANTSU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. 137-722

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VUEUX ROAD, HONGKONG.
Japan Office:—
14, WATER STREET, YOKOHAMA.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	96 "
Width of Entrance on Bottom	88 "
Water on Blocks at Spring Tide	34 "

DOCK No. 1.

Extreme Length	523 feet
Length on Blocks	515 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	64 "

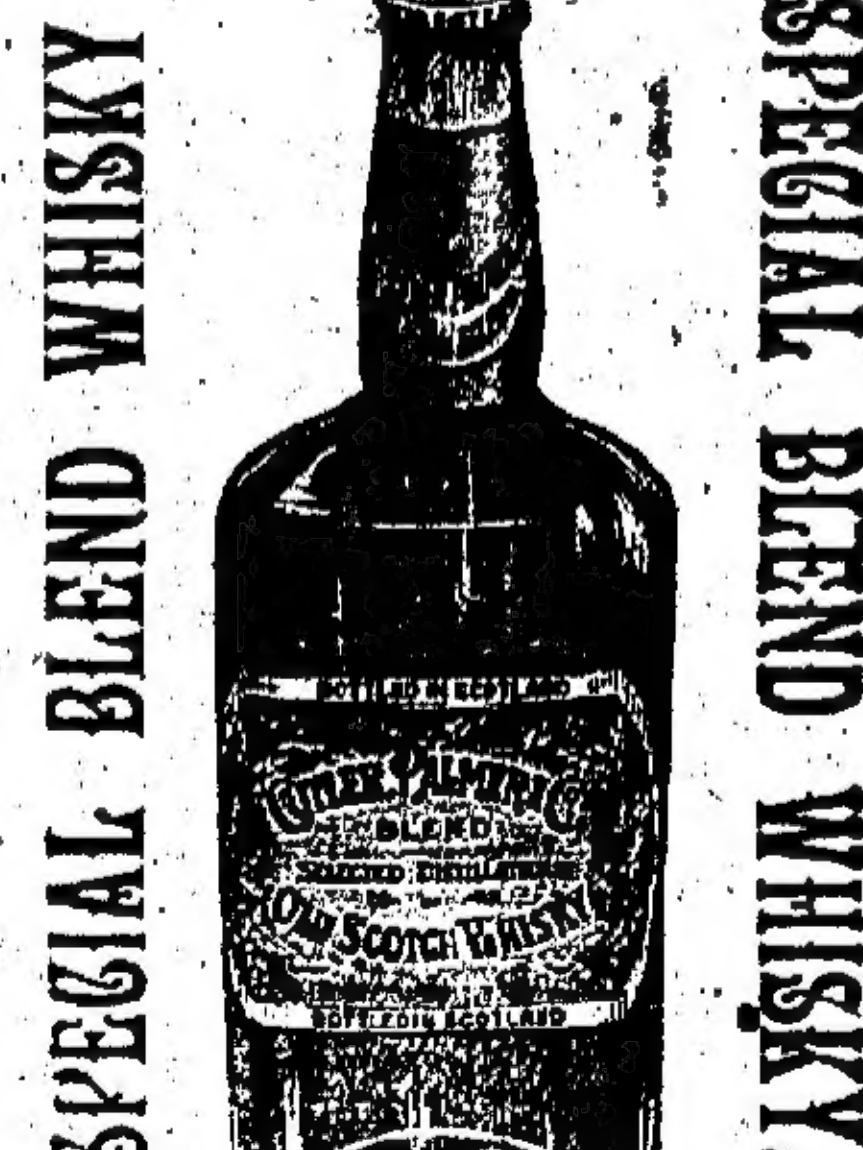
DOCK No. 2.

Extreme Length	371 feet
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.

Suitable for vessels up to 1,000.
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.
A LARGE STOCK of MATERIALS is
always kept on hand.
THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
for Short Notice.

Cutler, Palmer & Co.'s



SHIPPERS
Cutler, Palmer & Co., London.

AGENTS
SIEMSEN & CO.,
HONGKONG.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日歷英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER
1913, BEING FROM THE 1ST YEAR OF THE
70TH CYCLE TO THE 50TH YEAR OF THE
76TH CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS"
Office, or Agents in all the Ports of the
Far East.
The Book will be sent by Registered Post
(free) to any part of the World unrepresented
by Agents on receipt of Money Order.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of Cargo alongside.

Cargo impelling the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after the 23rd May, 1909, at 10 A.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected. All Cargo undelivered WEDNESDAY, 26th May, 1909, at Noon, will be subject to rent. All chafed and otherwise damaged Cargo will be examined at the above Consignees' Godown WEDNESDAY, 26th May, 1909, at 10 A.M.

K. MATSUDA, Manager.

Hongkong, 20th May, 1909. [757]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ST. PATRICK."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 17th May, 1909. [744]

SWEDISH EAST ASIATIC CO. LTD.

GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamer "NIPPON" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 25th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 25th May, at 9.30 A.M.

All claims must reach us before the 29th May, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.

Hongkong, 18th May, 1909. [5]

NORDDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamer "LUETZOW" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LLOYD.

MELCHERS & Co., General Agents.

Hongkong, 19th May, 1909. [5]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamer "KAMO MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 27th inst., will be subject to rent. No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Hongkong, 20th May, 1909. [769]

ADVERTISEMENT

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vention, 1893; Chungking Convention, 1897;

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Shanghai, 1902; Emigration Convention,

1904.

France—Tientsin, 1858; Convention, 1860;

Tientsin, 1885; Conventions, 1886, 1897, and

1898; Frontier Trade Regulations, 1898;

United States—Tientsin, 1858; Additional

1868; Peking, 1880; Immigration, 1884;

Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880

Kiaochow Convention, 1898; Railway and

Mining Concession, 1898.

Japan—Shimonoseki, 1885; Liaotung

vention, 1895; Commercial, 1898; New Port

1898. Supplementary Commercial, 1903

Russian—S. Petersburg, 1881; Russian Land

Trade, 1881.

Portugal, 1888; Commercial Treaty, 1894.

FINAL PROTOCOL made between China and

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Great Britain, 1854; Notice Convention

Russia, Agreements as to Corea; United

States, Extraterritorial Treaty, 1886; Great

Britain (Alliance), 1905; Russia (Peace

Treaty), 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876;

Japan, 1905; United States, 1882; Great

Britain, 1885.

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Great Britain, 1850 and 1899; France, 1883

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Great Britain and France, Siam Frontier.

Great Britain and Russia, Railway Convention

1894.

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